

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5748

四月三十日英德香港

TUESDAY, APRIL 14, 1908.

二月三十日英德香港

\$10 PER ANNUM.

SINGLE COPY, 10 CENTS.

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YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP \$24,000,000
RESERVE FUNDS 15,120,000

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit—

For 12 months 5% p.a.
" 6 " 4% " 4% "
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TAKEO TAKAMICHI.

Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.
" 6 " 3% " 3% "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [23]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ:
(Netherlands Trading Society.)

ESTABLISHED 1824.
PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).
RESERVE FUND FL. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

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LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

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Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [23]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [23]

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—

THE MANAGER & AGENT.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ JAPAN Capt. C. T. Denby, R.N.R.	{ About 14th April	{ Freight and Passage.
SHANGHAI	{ OCEANA Capt. W. Hayward, R.N.R.	{ About 16th April	{ Freight and Passage.
MARSEILLES and LONDON	{ MALTA Capt. C. H. S. Tocque ...	{ 18th April Noon	{ See Special Advertisements.
ANTWERP VIA SINGA	{ PERA Capt. W. M. Cooke, R.N.R.	{ About 26th April	{ Freight only.
PORE, PENANG, COLOMBO and PORTSAID			

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 11th April, 1908. [24]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR PREMISES.

We Guarantee the Absolute Purity of our Coffee which contains Genuine MOCHA and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [28]

CHAMPAGNES, SHERRIES, MARSALAS, MADEIRAS,	HOCKS & MOSELLES, BRANDIES, GINS, WHISKIES,
PORTS, CLARETS,	VERMOUTHS, BITTERS, BURGUNDIES,
Telephone No. 75.	LIQUEURS, ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 11th April, 1908. [28]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,
3, PEDDER STREET, MADAME FLINT, MANAGERS.

Just Unpacked from Paris ex S.S. "Tonkin."

A LARGE LOT OF

NEW SPRING GOODS.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

HAVE YOU DECIDED WHERE YOU ARE GOING FOR YOUR EASTER HOLIDAYS?

This is a good opportunity of visiting CANTON.
CHEAP RETURN TICKETS available from Thursday, the 16th, to Monday, the 20th instant, FIRST CLASS RETURN FARE \$10.

Only Returned Tickets sold at this Reduced Price.

SPECIAL CHEAP EXCURSIONS TO MACAO.

On EASTER SUNDAY, the Company's S.S. "HEUNGSHAN" will depart from the COMPANY'S WHARF at 9 A.M. Returning from Macao at 5 P.M.

A Military Band will play selections of Music during the Trip.

Popular Excursion Rates as usual.

On EASTER MONDAY, the Company's S.S. "SUI-AN" will depart from the Company's WING LOK STREET WHARF at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

SPECIAL CHEAP ROUND TRIP

From HONGKONG to WUCHOW via CANTON.

Return Tickets \$5 FIRST CLASS,
S.S. "SAHAMI", leaving Canton FRIDAY, 17th April.

The Trip from Hongkong takes five days and allows one day's stay until

at Canton.

This is the Best Time in the year to see the West River.

Further particulars and Tickets may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO.,

HOTEL MANSIONS,

or

THOMAS, COOK & SONS,

DES VŒUX ROAD.

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Billiards and Bowling-Alley.

Electric Lights, Fans and Call Bells.

Moderate Terms and No Extra.

Modern Management.

Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG,

Telephone No. 424.

Proprietor.

O. E. OWEN.

Manager.

14

VICTORIA HOTEL MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

15

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

16

WM. FARMER Proprietor.

MANAGER.

Hongkong, 20th April, 1908.

17

HONGKONG HOTEL CRAIGIEBURN,

PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 20th April, 1908.

18

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	" BORNEO" Capt. F. Sembill	SATURDAY, 9 A.M., 18th April
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	" PRINZ REGENT LUITPOLD" Capt. H. Kiechler	WEDNESDAY, Noon, 22nd April.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	" PRINZ ERNST FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	" PRINZ WALDEMAR" Capt. W. v. Soden	THURSDAY, 5 P.M., 23rd April.
YOKOHAMA and KOBE	" PRINZ SIGISMUND" Capt. D. Leuz	About FRIDAY, 1st May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1908.

[8]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, YARKA, ... Seller, 27th April, afternoons.
MARSEILLES, VIA PORTS ARMAND BEHIC, ... Goujon, 28th April, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, ERNEST SIMON, ... Veron, 12th May, 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £71.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 14th April, 1908.

[14]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have excellent Saloon Accommodation, and are lighted throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING. For further information apply to

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

[17]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted); Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. H. Pasquel & Co. For further particulars, please apply to

BARRETT & CO.,
Agent.

Hongkong, 28th March, 1908.

[18]

Dentistry.

TSIN TENG.
LATEST METHODS OF DENTISTRY.STUDIO AT NO. 14 D'AGUILAR STREET.
REASONABLE FEES.

Consultation Free.

Hongkong, 28th April, 1908.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
15, QUEEN'S ROAD CENTRAL,
from the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1908.

[19]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edit.

Liebers, Scotts, A. I. and Watkiss.

Yokohama, May 23rd, 1908.

PORT ARTHUR UNDER
THE JAPANESE.

REBUILDING THE FORTRESS ON SECRET PLANS.

St. Petersburg, March 9.

In view of the renewed interest aroused in Port Arthur by the recent condemnation of General Stosse, it may be interesting to translate from the "Voice of Moiow" portions of the article of a Russian correspondent in that great Japanese fortress, who seems to be particularly observant. He says that Port Arthur was an international town full of life, and, after the Japanese came into possession of it, it promised to be even livelier than ever. The roads were repaired, the quays renewed, the water supply improved, Japanese and Chinese merchants began to establish themselves in the town, and business houses began to be built.

But suddenly something happened. All at once Port Arthur became a city of the dead. Business men quietly abandoned their shops, builders left their uncompleted buildings, and from that time up to the present no private individual has begun any new building in Port Arthur. The great supplies of provisions and other goods were sent back to Japan or into other parts of Manchuria. But none except the Japanese knew what was the word that had gone forth.

The relations of the Japanese authorities towards the Chinese are very severe. All Russians and Chinese are registered and are looked after very carefully. Notices have been issued to the effect that any Chinese found within any of the prohibited areas around the forts will be dealt with very severely. Chinese seen in New Town after 8 p.m. are arrested and fined.

EXTENDING THE FORTIFICATIONS.

The whole fortress is being reconstructed on a new and unknown plan. The fortifications are being extended beyond their old limits, and the labourers and overseers are selected with the greatest care. The old redoubts are not destroyed, but all useful material in them has been moved to other sites. In the construction of the fortifications great attention has been paid to the selection of the best positions, whence a plunging fire can be concentrated on the passages through the hills in front, and, in order to attain this end, constant practice-firing is carried on. The landward side is protected by long-range guns mounted in excellent forts. At one point alone there are 120 guns. On the seaward side rows of guns are visible—many of these guns were taken from the Russians. Trial-firing is carried on more and more frequently at night with the help of reflectors, and, to assist the gunners, a whole series of signal stations has been erected on the hills.

At the bottom of both harbours, and out along the sea-coast up to a distance of two miles from the fortress, some sort of work is being carried on; perhaps mines are being laid.

All the way to Mukden strategic positions are being selected and prepared, and strategic roads are being run through the mountains.

As for Daloy, it is strongly fortified on the landward side, the entire environs of the village of Louku having been converted into fortress "positions," and guns have been mounted there. On the seaward side, Daloy is more weakly fortified, but on the whole it is very much more strongly defended than when the Russians were in possession of it. The enormous barracks in Port Arthur and Daloy are full of troops, and great stores of grain, fodder, beans, etc., have been collected. There has lately appeared in Daloy a peculiar four-wheeled cast-iron platform for carrying field guns of the largest calibre.

To the fortified points of Port Arthur and Daloy special railway branch lines have been built from the main railway.

Large parties of Japanese officers come frequently from Japan to study the ground, not only at Port Arthur and Daloy, but in Mukden and Liayang. Lately many troops have come, and have all gone to Mukden. —Full Mall Gazette.

AN ARTILLERY WONDER.

2,000,000 BULLETS AN HOUR!

New York.

THE CHINA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th April, 1908.

It was a gala week for American ordnance inventions. Young Mr. Maxin's "silent gun" has already described in the Daily Telegraph. Two days later we had Mr. Williamson's "harmless" bullet. To this day nobody knows the precise purpose of "harmless" bullets. On Saturday we learned details of Mr. Fred Baugher's masterpiece, a "noiseless, smokeless, flammable, colourless, fumeless" gun, which, it is claimed, can throw two million bullets an hour.

Mr. Baugher is a Brooklyn engineer. Compressed air is not the force used, so that not even a hissing sound is produced. No dynamite, gun-cotton, nitro-glycerine, or other chemical explosive is employed to send the Niagara of bullets hurtling a mile through space at the rate of 500 a second, or 30,000 a minute, when the gun is worked at ordinary speed, and 2,000,000 an hour, if it is pushed to its maximum capacity. The velocity of the projectiles is from 1,500 to 3,000 feet a second, according to the will of the operator. There is no recoil, the gun never gets heated, it can not explode, and two men can operate it. The cost of firing 1,000,000 bullets half an inch in diameter would be about £12. The expense of firing 1,000,000 bullets requiring powder and shells is more than £4,000. The gun works automatically. If the operators were to place 2,000,000 bullets in the magazine and turn on the power, the men could go to dinner and take a walk for an hour confident that while they had gone the gun would continue to hurl bullets so long as one was left in the hopper.

The plan of the inventor to mount the new gun on a track similar to a motor-car, to be run by a hundred horse-power motor, which would give the carriage a speed of sixty miles an hour. The outfit, when ready for action, would weigh about 5,000 lbs.

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Entimation.

Wm.
Powell,
2d.,

ALEXANDRA
BUILDINGS.

Special
Display
of Blouses.

MUSLIN
BLouses
IN
ENDLESS
VARIETY.

Smart
Models,
Correct
in Style,
Perfect Fit.

WASHING
BLouses,
MUSLIN
BLouses,
LACE
BLouses.

The House
for
Novelties.

W.M. POWELL,
LTD.,
Des Voeux Road,
28, Queen's Road,
HONGKONG.

Intimation.

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 1st April, 1908. [408]

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1895 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.

Hongkong, 1st April, 1908. [408]

ON H.M. SERVICE.

WANTED.
ASSISTANT DRAUGHTSMAN, an experienced, quick, neat tracer.
Apply to—

THE CHIEF CONSTRUCTOR,
H.M. Naval Yard.
Hongkong, 13th April, 1908. [412]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—

E. J. LOPEZ,
C/o Hongkong Telegraph Office.
Hongkong, 6th March, 1908. [302]

PUBLIC WORKS DEPARTMENT.

NO. 241.

IT is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 30th May, 1908, for the purchase of the following PLANT which can be seen at the Government Waterworks Pumping Station, Yau Ma Tei, Kowloon—

A.—TWO SETS ENGINES AND PUMPS.
Type: Triple Expansion Worthington duplex engines fitted to double acting pumps. Cylinders, 6' 9" x 14' 10" stroke.

Condensers, surface.

Pump, Capacity, 3,370 gallons per complete stroke.

Pump Lift, 220 feet net.

B.—ONE BOILER.

Type: Vertical Breeley Field tube. Overall dimensions of 8' high by 4' 7" diameter. Working Pressure, 90 lbs. per square inch.

The whole, complete with copper steam pipes and brass fittings to be sold as they stand and to be removed by the purchaser.

The plant will be sold either in one lot or in three lots—

and delivery pipes up to and including the non-return valve and the supporting pillar. No suction pipes are included.

Lot 2.—1 Engine with condenser and pumps as above.

Lot 3.—1 Boiler together with down-take pipe to Boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks and stem pipe up to the engine branches but not including them.

For full particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.
Hongkong, 1st April, 1908. [402]

50 PER CENT
LESS.

WE WILL SELL OUR ENTIRE
STOCK OF

BICYCLES and
ACCESSORIES

at 50% less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Voeux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

shops on the 7th inst.

DRAGON CYCLE
DEPOT,

11, D'AGUILAR ST

Hongkong, 2nd March, 1908. [404]

ITALY AND ITS NAVY.

Navy League are credited by their critics with occasionally both saying and doing things which are somewhat remarkable; but it was referred to the Venetian Navy League to send a telegram which will probably remain unanswered for some time to come. It ran as follows—

"The day on which your genius irradiated with a new splendour of glory the ancient dominion of 'our sea,' Venice is lying helpless opposite to Pola. The Venetian Navy League thanks you with its whole soul, believing and hoping that Italy will soon, once again, weigh its anchor and steer its course towards its inevitable destiny."

This effusion was directed to Gabriele D'Annunzio, whose tragedy, "La Nave," was recently produced in Rome, and which so excited the audience that at its conclusion it was greeted with cries of "The Adriatic must be ours!" "The Adriatic must be ours!" The hero of the tragedy, which passes in the sixth century, held sway in the Adriatic, and "Italia Irridenta" seized upon the coincidence to voice the claim of Italy to predominance in that sea. To make matters more extraordinary, the Austrian Press took the matter seriously, and the "Neues Wiener Journal" gravely informed its readers that "just at the moment that D'Annunzio tendered the golden chalice of his eloquence to his countrymen in order that they may taste the bitterness of the Adriatic, the Austrian fleet is engaged in manoeuvres in that sea in the presence of several Austrian and Hungarian deputies. 'La Nave' of D'Annunzio and the ships of our Navy represent poetry and reality, and perhaps the idealism of the poet will serve to quicken the sense of the responsibility for our interests; which is incumbent on our deputies."

Baron Accenthal and Signor Tintori, on behalf of their respective Governments, have recently been at some pains to accentuate the extreme "correctness" of the relations which exist between these two members of the "Dreibund"; that a little rift should be caused in the lute, used by these distinguished performers, by so strange a medium as a stage play, certainly gives food for reflection. Meanwhile, news comes from Italy of a matter far more important, which is the invention by the well-known Signor Luizeno d'Adda of a new method of protection for ships of war. A communication on this subject was made by Signor d'Adda on January 18 to the Congress of Italian naval engineers sitting at Genoa, presided over by Deputy Salvatore Orlando. The invention consists in the application of a special form of concrete to ship's sides in place of the enormously costly steel armour at present in use; the inventor calculated that he can utilise concrete of a thickness of 4 ft. 6 in. at the water-line, narrowing to 3 ft. above, and still allow the ship to float with the same displacement as she does at present with her Krupp cemented armour of red granite, and river sand, will not cost more than £50 ft. per ton, and will offer a resistance five times as great as the K.C. armour. It will be braced with steel stringers and lattice work in the interior of the ship, and will possess the same feature, as does the K.C. armour, in that the face will be immensely hard, the interior not so adamantine, thereby preventing cracking. The chemical composition of this concrete is, of course, the secret of Signor d'Adda, but he claims that it will have an enormous advantage over the steel plate, for the reason that when a projectile has penetrated into the concrete, some 50 or 60 centimetres, chemical action set up by the enormous heat generated will take place, and that the projectile will melt sufficiently to stay its further onward course. The armour plate manufacturers are no doubt taking a considerable amount of interest in this new invention.

THE CHINESE IN HAWAII.

Wherever there is a rice field of any size several water buffaloes are to be found. Their owners take excellent care of them and are usually proud of their condition. On one plantation I found a stab's in which six of these animals were feeding. The buffalo, whose chief delight is wading through mud, seems to have an instinctive dislike for the white race and often refuses to work under their control, and in one or two instances white men have been obliged to seek safety in flight from the rebellious disposition of these beasts. They seem to understand the Chinese language and know instantly when Chinese are holding the reins, and under their guidance are perfectly gentle and obedient to every command. I saw an example of their antipathy for our race when a Chinese allowed a white boy to make an attempt to drive one of his animals. The buffalo at first refused to move, and then, stamping his hoof, he started off in the wrong direction and was wholly unmanageable. A few moments later his master took up the reins and he became as docile as a pet dog. These animals are healthy and strong, and one working well before the plow is worth \$200.

Birds are a pest in rice culture and all sorts of means are adopted to keep them off the fields. A Chinese idea of a scarecrow is a pole with a white flag on the top, and hundreds of these are planted in the fields. Another mode of getting rid of these pests is by beating on tin castings to frighten them away, and often men will shoot and eat them out of sheer revenge. The grasshopper is also an enemy to be dealt with; as it attacks the crop while it is yet in flower. Every plantation has a large concrete floor in the open air, on which to dry the crop. After threshing the rice from the straw it is gathered into rows and dried while still in the hull, and here the water buffalo is used again by being hitched to a wooden shovel and driven about the floor until the rice is piled up ready for bagging.

At least 500 Chinese are employed in the production of rice in Hawaii. They also control the taro patches, from which poi, the principal Hawaiian food, is made. Many Chinese are engaged in raising ducks, while the sole occupation of others is the raising of chickens. As eggs retail from 25 to 60 cents per dozen, this business should be profitable; but there is sometimes considerable loss due to the ravages of a peculiar tropical disease which is fatal to young chickens. The Chinese produce practically all of the vegetables grown on the islands and sell them from door to door.

The Chinese are by far the best workers in the cane fields, are quiet and peaceable in manner and attentive to duty, giving the overseers little or no trouble. Less than 2,000, however, are to be found on the sugar plantations at present, as the Chinese exclusion act settled cane immigration. A number of the "native born" have become stenographers and are employed by Americans. A professional man of Honolulu told me that his secretary, a Chinese youth, whom he paid \$35 per month, was "simply perfect."—Mrs. C. R. Miller in "Leslie's Weekly."

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Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 13th April, 1908. [415]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "HEADLEY,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 2.30 P.M.

All claims will be admitted after the Goods presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

An Average Bond lying at our office must be signed by the consignees before Bill of Lading will be countersigned by the Undersigned.

ARNHOLD KARBERG & CO., Agents.
Hongkong, 13th April, 1908. [419]

S.S. "AUSTRIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. "Malta," and from Bordeaux ex
s.s. "Ville de Cite" and "Ville de Constitution," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st April, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 21st April, at 3 P.M.

No Fire Insurance has been effected.
J. MILLET,
Agent.
Hongkong, 13th April, 1908. [424]

For Sale.

FAIR BEEING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIENSEN & CO.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1908. [424]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscriptions to the Hongkong Telegraph and that they are warned against paying more than Ten Cents (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1908. [424]

Intimation.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time.

Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed, and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and then is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION.

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it.

Takes before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes.

It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous, Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula; Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

JAPANESE MASSAGE,
F. KAWASAKI.

GRADUATE of KOBE MASSAGE
SCHOOL,

No. 36c, PRAYA EAST, WANCHAI,

HONGKONG,

Telephone 564.

</div

Entertainments.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 14, 1908.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotlandor
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
SHANGHAI.ISSUE OF Tls. 250,000 8 PER CENT
DEBENTURES.DIRECTORS
G. I. SHEKURY, Esq., Chairman.
A. R. MURPHINE, Esq.
J. H. TEESDALE, Esq.SECRETARY:
M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd., are prepared to receive applications for Tls. 250,000 8 per cent debentures terminable in ten years from the 30th day of June, 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Directors in pursuance of a resolution passed by them at a Meeting held at the Company's offices on the 3rd day of April, 1908. With the sum raised it is intended to pay off all the existing outstanding debentures of the Company of Tls. 250,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel, fronting the Bund, Shanghai. The present issue of Tls. 250,000 will rank as a first charge on the said property of the Company held on a lease to the Company for a term of which 8 years and 9 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a Deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander McLean and Duncan McNeil as Trustees for the Debenture holders. The present issue of debentures will be in part in sums of Tls. 1,000, Tls. 500 and Tls. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June, 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filed in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debenture applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unpaid for, subsequent alliments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and form of Debenture can be seen at the office of Messrs. Stokes, Platt & Teesdale, the Company's Solicitors.

By Order of the Directors,

M. J. NATHAN,
Secretary.

Shanghai, 14 April, 1908.

TRADE DEPRESSION IN JAPAN.

BAD OCCURRENCE IN THE HARBOUR.

Mr. A. H. Rennie
Drowned.

FULL DETAILS OF THE TRAGEDY.

The sad and distressing intelligence was received in Hongkong late this afternoon that Mr. A. H. Rennie, one of the most prominent of Hongkong's commercial community, had been drowned in the harbour. A representative of the *Hongkong Telegraph* visited the offices of the Hongkong Milling Company, of which Mr. Rennie was promoter, managing director and chief organiser, in order to obtain confirmation, if possible, of the report. The staff, however, knew nothing of any accident that had befallen Mr. Rennie, although the news was already in full circulation in the city. Mr. Rennie, they stated, had left at three o'clock on a visit to the mills at Junk Bay, and appeared to be in the highest of spirits and best of health, and showing as keen an aptitude for business as ever. He travelled in his launch and might have been expected to return in the course of the evening, as was his usual custom.

The first intelligence of Mr. Rennie's death came through the medium of the Central Police Station, which was informed that the body of Mr. Rennie had been taken to Tsing-sha-tsui Police Wharf on board the steam-launch *Canada* whence it had been conveyed to the West Point mortuary.

Our representative proceeded to Kowloon to gather further particulars of the sad affair. Naturally enough, at this early stage, beyond corroborating the report of Mr. Rennie's death the police authorities had to observe perfect reticence.

From another source, however, we have ascertained the following particulars. As stated, Mr. Rennie left his Hongkong office at 3 o'clock in the afternoon. In company with his "boy" he boarded the steam-launch *Canada* at Blake Pier and proceeded to the cabin below where he was to have had tea. When the launch had steamed out as far as the entrance to Lyemun Pass, Mr. Rennie appeared on deck carrying his despatch-box in his hands. The box, it may be mentioned, was of the following approximate dimensions judging by the look of it—24" x 12" x 9". A stout cord was tied to the side handles of the despatch box which he held. As soon as he gained the deck, Mr. Rennie was observed to throw the cord round his neck. Getting hold of the stanchion on the port side he sprang into the water. The rapidity of his actions took less time than could be described, so that it was not possible for any member of the crew to discern Mr. Rennie's intentions. The loop, apparently slipped out of Mr. Rennie's neck. As soon as Mr. Rennie was over this side of the launch, the second coxswain—by name To-Yau—with remarkable presence of mind, seized a life-buoy and dived into the water to the rescue of his master. The sea was pretty choppy at the time, and a strong current was running seaward. The coxswain then put the launch hard astern: To-Yau swimming against a rough sea gallantly managed to reach Mr. Rennie and then forced the life-buoy in front of him. For three times in succession To-Yau extended the life-buoy to his master and each time Mr. Rennie failed to avail himself of it. When he was offered the buoy for the third time he said: "No wanhee," and as he was sinking, To-Yau seized him and kept him above water until the launch reached the two. By this time Mr. Rennie had apparently lost consciousness. He was supported long enough to enable the crew to drag the body into the launch again. When it was laid on the deck life was extinct. With all speed the launch was steered to the Water Police pier at Kowloon Point where a report was made to the Police. Artificial respiration was at once resorted to and, after continued efforts to bring back animation had failed, the body was put into a dead box and on board the *Canada* flying the maple-leaf flag at half-mast conveyed to the Public Mortuary at West Point.

Alfred Herbert Rennie was a native of Canada and was born in 1857, so that he was 51 years of age. He became confidential clerk to the Hon. John Norquay, the then premier, and treasurer of Manitoba, in 1885, and two years later was sent as a delegate to England and New York, to negotiate a loan for the province. In 1890, Mr. Rennie came to Hongkong and entered the service of the Public Works Department as corresponding clerk. He was acting assistant Harbourmaster and acting Superintendent of the Water Police in 1892, acting Sanitary Superintendent and Secretary to the Sanitary Board in 1893, afterwards retiring from the Hongkong Civil Service in order to start in commercial life. He proved an exceptionally capable and successful representative of Canadian flour interests and was the original mover and promoter of the Hongkong Milling Company, which began the manufacture of flour only a year ago, his chief supporters being Sir Paul Chater and Mr. H. N. Moody, both of whom had the highest respect for his abilities and business acumen.

The Japanese Boycott.

SHIPPING AFFECTED.

NOVEL SCHEME IN AID OF THE PROPAGANDA.

It is true that, in obedience to Governmental commands, there should be no outward demonstration in the boycott propaganda, lest the minds of the ignorant natives should be incited to a disturbance of the public peace, the Chinese population have shown themselves capable of restraint and refrain from holding public meetings or otherwise proclaiming their adhesion to the boycott. None the less the feeling abroad is that the momentum given to the movement at Canton has set the remarkable machinery of Chinese organisation into working order and the boycott has been and is now in full swing. Perhaps it is no branch of Japanese trade or commerce will the regulatory measures of the Cantonese be more severely felt than by the shipping trade.

The report exclusively made in our columns on Saturday last as to the effectiveness of the Chinese determination to give Japanese vessels a wide berth for their freight and passenger traffic is of far more serious import than can be imagined at the moment. Those more immediately concerned are naturally much exercised over the matter and it can be taken for granted that all the influence that can be obtained, through diplomatic channels, will be invoked in aid of Japanese shipowners. There is a great deal said by way of rumour that representations had already been made to Tokyo from Hongkong. Their nature and purpose, however, are carefully guarded, and their exact origin cannot easily be traced.

STATIONERY AS A MEDIUM OF ADVERTISING

THE PROPAGANDA.

On account of their cheapness, Japanese envelopes have displayed the more expensive handmade articles hitherto manufactured in Canton. But since the *Tatsu Maru* affair the Chinese will have nothing to do with this indispensable adjunct of the scribe's writing table. In Canton an enterprising firm of envelope manufacturers has brought out a line of envelopes with the characters in Chinese stamped on them reading "National Disgrace Memorial." A big demand has arisen for these, the supply during the past few days failing short of the demand.

A company doing business in Canton was desirous of forwarding a parcel of some ten envelopes enclosed in Japanese covers. The letter carrier, to whom the parcel was tendered, refused to handle it because the envelopes were of Japanese make. Ultimately the company was compelled to change the covers for the home-made article.

A firm of stationers in Canton has offered to stamp all the almanacs in use, Japanese books with the characters denoting "National

JAPANESE GOVERNMENT'S
REPRESENTATION.

[From Our Own Correspondent.]

Canton, 13th April, 1908.

The Japanese Minister at Peking has made representations to the Waiwupu stating that, if the Chinese Government fail to take immediate steps to prohibit the Japanese boycott in China, the Chinese Government will be held responsible for all losses sustained by the Japanese merchants trading in the country. The Viceroy has again received telegraphic instructions from the Foreign Ministry directing him to stop the boycott of Japanese trade by the Cantonese.

"THE JAPANESE ARE MILD."

The following is a translation from the *Shen-Sik-Pan*, a Peking veracular paper:—The Minister for Japan has always striven to arrange matters amicably. Although Japan demands an indemnity the latter is not in excess of the damages caused. All European nations always claim ten times the amount of damages done. Let us take for instance the indemnities claimed in 1900. With the exception of Japan, the foreign powers demanded exorbitant sums. What Japan is claiming now is very little. Out of respect for the latter's honour, Japan consented to sell the arms on board the *Tatsu Maru*. Japan, the Chinese Government will be held responsible for all losses sustained by the Japanese merchants trading in the country. The Viceroy has again received telegraphic instructions from the Foreign Ministry directing him to stop the boycott of Japanese trade by the Cantonese.

"MOVEMENT HAVING SERIOUS EFFECT."

The *Japan Chronicle* says:—A telegram has reached Tokyo, stating that the boycott of Japanese goods in Hongkong is rapidly gaining ground. Japanese coal, matches, cotton yarn, beer, and all other goods being rigidly shut out by a large section of Chinese merchants. Many Japanese merchants in Hongkong, it is said, have been obliged to stop business. The situation is growing in gravity.

On the 11th instant Mr. Yamamoto, one of the directors of the Mitsubishi Company, visited Mr. Ishii, Director of the Commercial Bureau in the Foreign Office, and sought the views of the Government on the question of the boycott of Japanese goods in Hongkong. It is reported that even the coolies working ships' cargo are affected by the agitation. They refuse to discharge Japanese coal brought by steamers, and several vessels loaded with coal are lying idle in the harbour.

JAPANESE GOVERNMENT TAKING MEASURES.

The Kobe Chamber of Commerce made inquiries at the Commercial Bureau in the Foreign Office in Tokyo, concerning the boycott of Japanese goods in Hongkong. In reply, Mr. Ishii, Director of the Commercial Bureau, said it was reported that some of the Chinese merchants dealing in sundry goods had been called for Japanese merchandise, but nothing had been heard concerning the alleged strike of the coolies against discharging Japanese coal brought by steamers from Japan. Mr. Ishii adds that the Government is taking measures to deal with the question.

The Shatin Murders.

THREE MEN ON TRIAL.

THE OFFICIAL STORY.

At the Magistracy, this afternoon, before Mr. J. H. Kemp (first police magistrate), the three men—Tse Mow Fat, a school master, Wong Chan Kwai, a farmer, and Wong Sam O, a coolie of Lyeemon village—who were arrested with another man named Chan Yau, who has since turned King's evidence, on the 3rd instant, on suspicion of having taken part in the murder of two men and a boy on the Kuo Yum mountain, were arraigned on the capital charge.

Mr. F. B. L. Bowley (Crown Solicitor) appeared for the prosecution. Mr. Otto Kong Sing was retained by the first and second accused. Mr. P. Sydenham Dixon represented the third man, Inspector Langley, and Detective Sergeant Wilden, who made the captures—both of the Water Police Station—watched the proceedings on behalf of the police.

After the accused had pleaded not guilty to the charge, the Crown Solicitor proceeded to outline the alleged facts of the case. He said that on the 6th December, 1906, three Chinese—two men and a boy—were found near the top of the Kuo Yum mountain—a most conspicuous peak between Kowloon Bay and the "hainin Gap"—dead. The bodies were very badly cut, there were numerous wounds about their necks—in fact the heads were very nearly severed from the bodies. The three corpses were identified as those of Lok Sang, a ship's steward, Wong Sau Sam, a farmer, who lived on the northern slopes of the Kun Yum mountain, and the lad—Wong Ting Fat—a native of the Kun Yum village. Lok Sang was a steward on many ships trading between this port and America and also on board warships. He seemed to have found this employment very profitable, for he owned a house at Kowloon City, where his wife lived. He had no children. Lok Sang's last ship was the *Minneola*. Some time in November, 1906, numerous changes occurred on board and Lok Sang did not care to go that trip. He returned to his home at Kowloon City, where he took up geomancy—a sort of *fung shui*. Mr. Bowley stated. He spent most of his time in selecting sites for graves and attending to his ancestral tombs. This hobby led to his death. He was a native of Kowloon City—a Hak-ka, like the two other deceased, and a native of the New Territories.

It appears that towards the end of the November of 1906, Lok Sang engaged Wong Sau Sam, one of those who was also murdered, and who also was interested in geomancy, to repair his father's grave, which was situated at the eastern side of Kowloon Bay. Wong Sau Sam was also requested to find a suitable site for a grave for the interment of Lok Sang's grandfather's bones, which rested at Kowloon City. The second accused—Wong Chan Kwai, the son of Chai, village, quite also geomantically inclined, thought that Lok Sang should have engaged him to do the work, and to superintend the repairs to his father's grave. When he heard that Lok Sang had engaged somebody else to do the work, Wong Chan Kwai told the first accused—Tse Mow Fat—who became very angry. He called at Lok Sang's house, and in the presence of the latter's wife and mother, threatened the man. He said that if Lok Sang did not elect him to do the work, he (Lok Sang's) head would drop off in seven days, and in a sort of make-shift way added "that if his head was not off by that time he (Tse Mow Fat) would break his geomantic compass"—a sort of oath. Mr. Bowley, proceeding, said that Wong Chan Kwai was ostensibly a farmer, but he thought he had never done a bit of farming work in all his life, and was a loafer by profession. Some days previous to the murder the first accused invited Lok Sang to accompany him for a walk on the hills. There was a feast on at the time, and, apparently, Lok Sang had enjoyed himself, so he decided to go. He tried to get him to change his mind, but it was unavailing. Before going Lok Sang asked his wife for some money. She gave him \$10, and was wearing at the time a watch and chain, a gold-ring set with diamonds, and carried a small revolver in his hand pocket. He was never seen alive after that.

In company with the first accused he went up the Kuo Yum mountain, visiting friends in each of the three hamlets. Shortly after noon on the day of the murder Lok Sang, Wong Sau Sam, and two lads, one of whom was Wong Ting Fat, started out by themselves to walk the hills. One of them carried a chopper to cut twigs. When this little party had got a little way from the village, the youngest of the lads was sent home—leaving three, Lok Sang, Wong Sau Sam and Wong Ting Fat. Their three bodies were subsequently found lying close together on the hillside. At about four o'clock that afternoon the first accused was seen coming down the narrow path from the Kun Yum peak. That night Lok Sang's wife called and asked for the whereabouts of her husband. The first accused replied "that Lok Sang would not return home that night, as he had gone to Cheung Ngan Siu's village a good way from the Kuo Yum mountain, situated between Kowloon City and the head of Junk Bay. The father of Wong Ting Fat also called on the first accused for news of his son's non-arrival home, and got the same reply. On the 12th instant Mr. Yamamoto, called and asked for the whereabouts of his husband. The first accused replied "that Lok Sang was gone to Cheung Ngan Siu's village a good way from the Kuo Yum mountain, situated between Kowloon City and the head of Junk Bay. The father of Wong Ting Fat also called on the first accused for news of his son's non-arrival home, and got the same reply. On the 12th instant Mr. Yamamoto, called and asked for the whereabouts of his husband. The first accused replied "that Lok Sang was gone to Cheung Ngan Siu's village a good way from the Kuo Yum mountain, situated between Kowloon City and the head of Junk Bay. The father of Wong Ting Fat also called on the first accused for news of his son's non-arrival home, and got the same reply. On the 12th instant Mr. Yamamoto, called and asked for the whereabouts of his husband. 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Telegrams.

"HONGKONG TELEGRAPH" SERVICE.
POPPY CULTIVATION IN CHINA.
BIG INQUIRY BY PEKING GOVERNMENT.

[By courtesy of the "Sheung Po".]

Peking, 13th April.
The Board of Civil Affairs has issued instructions to the Viceroys of various Provinces to report on the area under poppy cultivation with a view to a reduction being made from year to year.

THE JAPANESE BOYCOTT.

VICEROY TUAN FANG'S INSTRUCTIONS.

[By courtesy of the "Sheung Po".]

Shanghai, 13th April.
H.E. Viceroy Tuan Fang has repeatedly sent instructions to the Shanghai Taotai, Choi Siu-ki, to prohibit the Shanghai merchants from promoting the boycott of Japanese trade, and to prevent the Chinese newspapers from publishing any reports in furtherance of the boycott propaganda.

CATASTROPHE IN THE NORTH.

HUNDREDS OF PERSONS DROWNED.

LOSS OF LIFE AND WRECKS CAUSED BY A FRESHET.

[From Our Own Correspondent.]

Shanghai, 14th April.

2.45 p.m.

A terrible catastrophe is recorded as having taken place on the Huan river, involving the loss of hundreds of lives and the destruction of innumerable boats.

The report is to the effect that a freshet occurred on the river in question, with the result that masses of the floating population were caught unawares and engulfed.

So far as can be gathered at present, over 2000 persons have been drowned, but the estimate is necessarily vague and incomplete.

Some 700 large native craft were wrecked, while the casualties among the small boats were proportionately great.

Further particulars are still wanting.

[Krauter.]

The "Tiger" Disaster.

London, 12th April.
The Naval Court martial on the "Tiger" disaster exonerates the crews of the "Tiger" and "Berwick" and attributes the disaster to the "Tiger" inexplicably altering her course.

Mr. Morley Raised to the Peerage.
Mr. Morley has accepted a peerage, but returns to the India Office.

The Kaiser at Corfu.

The Kaiser has reviewed an Anglo-Greek fleet at Corfu.

Later.

The New Political Appointments.
Sir Henry Fowler and Mr. Churchill have resigned their seats, on promotion to the Peerage and the Board of Trade respectively. Other posts remain unchanged.

The United States Presidency.
The New York State Republican Convention has endorsed President Roosevelt's policy, and recommended Mr. Hughes as a candidate for the Presidency; the Convention favours an early revision of the Tariff.

WE (N. C. D. News) understand that the Mitsui Bussan-Kaisha, acting on behalf of an undisclosed principal or principals, have effected the purchase of the valuable property on Whampoa Road, Shanghai, on which Dr. Naeff's house and the terrace of a foreign house opposite it, on the river front, are situated. The price, or the purposes for which the property will be used, have not yet transpired. It will be remembered that the owners of this property intend a strong protest against the removal of the present Woobang Road,即 to Flanders Road, it is not unlikely that the present transaction will open the question of the position of the city.

Wanchai's Water Carts.

THE GOVERNOR TAKES IMMEDIATE ACTION.

QUESTION UNDER CONSIDERATION OF THE SANITARY BOARD.

"An Eastpointer's" letter which appeared in a previous issue of the *Hongkong Telegraph*, complaining of the intolerable nuisance caused at East Point, owing to the absence of water carts in that district, has attracted attention in certain quarters. The letter, which we append below, was called from our columns, pasted on a piece of foolscap, and sent to the Secretary of the Sanitary Board, by His Excellency the Governor, with the following minute:—"The attention of the S. B. should be directed to this matter!"

Our correspondent's letter was as follows:—

INTOLERABLE NUISANCE AT EAST POINT, TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

Sir,—Being a constant reader of your most valued journal I take this opportunity of bringing to your attention the deplorable condition of that part of East Point, ringing from Argent Street down as far as Causeway Bay, on windy days, on account of the absence of water-carts, when the dust clouds are sometimes so thick that pedestrians have to turn their backs, or shelter their faces, when proceeding along that route in order to avoid being blinded or having their mouths filled with coat dust, not mentioning microbes, etc. It is seldom a water-cart is seen in that district and if one is seen it is generally empty and stationary, and the coolies sitting on the curb-stone enjoying cigarettes. A friend of mine one day last week asked one of these coolies, why East Point was neglected. Imagine the surprise he got when the coolie replied: "No can. Too much far way catchee water!"

It is well-known that each water-cart is filled from a stand-pipe outside Murray Barracks, and when empty, has to return there to be re-filled, while, in the meantime, the roads already watered have dried up. And this has been allowed to go on for years unheeded by a paternal Government! What about the howls made some weeks ago about the "spitting nuisance"? Are there not more microbes in a dust-cloud than anywhere else?

If a suggestion is required, here are a few:—

(1)—Keep one water-cart for the Eastern district alone, and attach to that cart a portable pump so that when the tank goes dry they can re-fill on the spot by means of this pump from the water in the harbour, instead of journeying back to Murray Barracks.

(2)—That in case suggestion No. 1 is "too expensive" why not supply the water-cart coolies with buckets with long spouts could pronounce the pray.

These suggestions, if carried out, would not only be beneficial to the public, but would also economise in time and labour, as the coolies would not have the long tramp back to Murray Barracks with an empty cart.—Yours, etc.,

AN EASTPOINTER.

Hongkong, 23rd March.

The Medical Officer of Health (Dr. W. Pearce) took immediate action, and on the 30th ulto wrote to the district inspector. His letter follows:—

"Please let me know—

"1.—How many water carts you have.

"2.—The various streets which each cart has to water.

"3.—How many bucket coolies you have.

"4.—The streets which are watered by the bucket coolies.

"5.—How many places for filling water carts are in your district.

"6.—The situation of these.

"7.—How many of these are satisfactory.

"8.—How many and which of them are unsatisfactory, and the reason for this.

"9.—Your reasons for your late complaint that the eastern end of the city could not be properly watered and your suggestions for a remedy for this."

Inspector Reidie replied:—

"1.—I have three water carts for street watering purposes in districts 1—6.

"2.—1 cart water Queen's Road East from Murray Barracks to Arsenal Street, and Praya East to Bowring Canal.

"3.—2 cart water Queen's Road from Murray Barracks to Cleverly Street, Des Vaux Road and Connaught Road, west of Pottinger Street to Cleverly Street.

"4.—3 cart water Des Vaux Road and Connaught Road, east of Pottinger Street, Chater Road, Jackson Road, Pedder Street, Wardley Street, Queen's Street and Garden Road, below Queen's Road.

"5.—There are four places for filling water carts:—

"A.—One is situated at the corner of Pottinger Street and Connaught Road Central.

"B.—One is situated in Arsenal Street (recently erected).

"C.—One in Queen's Road, opposite Murray Barracks.

"D.—One in Queen's Road.

"E.—Opposite Wanchai Market.

"F.—A. and B. are satisfactory.

"G.—C. is unsatisfactory as the water runs too slow owing to the partially choked condition of pipes.

"H.—D. and E. are not satisfactory.

"I.—The Praya Kau was very dry for two days previous to my report of the 21st ulto, and the

only available supply of fresh water had to be obtained from the hydrant at Murray Barracks. I made a verbal complaint to Dr. Clark previous to the Hongkong Races—that there was a great scarcity of fresh water for street watering purposes in districts 1—5, and consequently Senior Inspector Fusher and myself were asked to indicate on a plan the most suitable places for ten proposed new hydrants for street watering purposes throughout the city and these included the two mentioned in my report of the 21st ulto, viz., one at No. 1 Police Station and one at Great George Street. Two more street watering carts are required for the eastern district in addition to the post hydrants indicated on the plan."

On the 4th instant, the Medical Officer of Health wrote as under to the President of the Sanitary Board:—

"Kindly see the above report of the Inspector in charge of street watering in the eastern district. It is undoubtedly true that we have not sufficient water carts and not sufficient hydrants for filling them at present."

"I submit that there should be sufficient to enable all the low level main streets to be watered by them and that bucket coolies should only be employed in streets impassable to carts in the low levels and in the higher levels."

"The provision of more post hydrants will save time by not compelling carts to return for water over ground just previously watered so much at present, but more carts are certainly needed. Our carts are much smaller than those in use in England and require more frequent filling. In England, carts are filled at the nearest hydrant after becoming empty. At this time of the year our roads dry very quickly, usually after being watered."

"Our carts have often to be out of use for repairs which increases the difficulty of keeping down dust. We should, I think, have at least ten carts. Will the Government allow the expenditure?"

"Salt water is forbidden for street watering, but until facilities for obtaining enough fresh water are provided it will be impossible to prevent bucket coolies from using salt water rather than go long distances for fresh water."

"Mr. Shelton Hooper ministered—I should like to see the contract for watering the streets and the correspondence with the Tramway Company, showing what portion they pay towards the watering."

MR. NG LEE HING'S ENTERPRISE RECOGNISED.

The Chinese merchant prince of Hongkong, Mr. Ng Lee Hing, who will be better known to our European readers in connection with his donation of \$50,000 for a building for the Hongkong College of Medicine, has come in for favours from the Court at Peking. On the recommendation of H.E. Yung Shih-ki, the special Imperial Trade Commissioner, who passed through Hongkong last year, on a mission of inquiry into Chinese trade and commerce in the East, Mr. Ng Lee Hing has been given the rank of an official of the Fourth Class in the Chinese Court. This signal honour was conferred on the Hongkong merchant for his enterprise in developing trade with China.

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Hongkong, 27th February, 1908.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	9.30 a.m.	... Every 10 minutes.
9.30 a.m.	to	11.00 a.m.	... Every 15 minutes.
11.30 a.m.	to	12.45 p.m.	... Every 15 minutes.
12.45 p.m.	to	1.15 p.m.	... Every 10 minutes.
1.15 p.m.	to	1.45 p.m.	... Every 15 minutes.
1.45 p.m.	to	2.15 p.m.	... Every 10 minutes.
2.15 p.m.	to	3.00 p.m.	... Every 15 minutes.
3.00 p.m.	to	3.30 p.m.	... Every 10 minutes.
3.30 p.m.	to	4.00 p.m.	... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 6.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

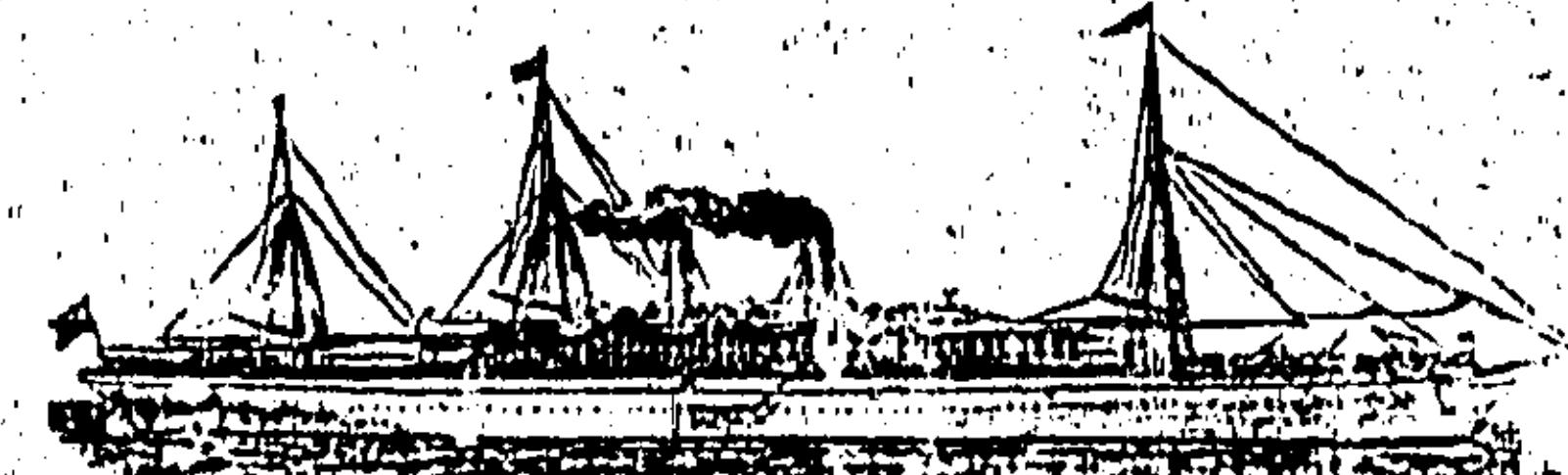
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.00 noon. ... Every 15 minutes.

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"EMPEROR OF JAPAN"	6,000	THURSDAY, May 7th	May 25th	
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th	
"EMPEROR OF CHINA"	6,000	THURSDAY, June 4th	June 22nd	
"LENNOX"	3,700	WEDNESDAY, June 17th	July 16th	
"EMPEROR OF INDIA"	6,000	THURSDAY, July 2nd	July 20th	
S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.				
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Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £42.

First-class rates include cost of Meal and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 9th April, 1908.

Corner Pedder Street and Praya.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	HAI GSANG I	WEDNESDAY, 15th April, Noon.
SINGAPORE, PENANG & CALCUTTA	LAI ANG	THURSDAY, 16th April, 3 P.M.
CHI SHING		THURSDAY, 16th April, Noon.
MANILA	YUE HSANG	FRIDAY, 17th April, 4 P.M.
MANILA, YOKOHAMA, KOBE	LOONG SANG	FRIDAY, 24th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUT SANG I	FRIDAY, 1st May, Noon.

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The steamers *Kutsang*, *Nansang* and *Fukung* leave about every 3 weeks for Shanghai and Yokohama (via Island Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

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JARDINE, MATHESON & CO., LTD.,

General Managers.

Telephone No. 61, Hongkong, 14th April, 1908.

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CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA	"TAMING"	15th April, 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEI YANG"	16th " 9 A.M.
HOIHOW & HAIPHONG	"HUPEH"	17th " 9 A.M.
SHANGHAI	"YOOHOW"	21st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st "
WEIHAIWEI & TIENSIN	"KUEICHOW"	21st "
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For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 10th April, 1908.

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Austria—Bank T.T.	45
Germany—Bank T.T.	1.89
Iridia T. F.	1.39
Do. demand	1.40
Shanghai—Bank T.T.	.74
Singapore—Bank T.T.	24 1/2 prem
Japan—Bank T.T.	.94
Java—Bank T.T.	1.15
Buying.	
4 months' sight L/C	1/10
6 months' sight L/C	1/10
90 days' sight San Francisco & New York	.46
4 months' sight do.	.47
90 days' sight Sydney and Melbourne	1.10
4 months' sight France	2.38
6 months' sight	2.40
4 months' sight Germany	1.75
Bar Silver	25 3/10
Bank of England rate	3 %
Switzerland	1.66

SHIPING AND MAILS

MAILS DUE.

English (Oceana) 15th inst.	3 p.m.
American (Manchuria) 21st inst.	
German (Prins Eltel Friederich) 21st inst.	
German (Prins Sigismund) 2nd prox.	
The Boston S. S. Co.'s s.s. Tremont arrived at Victoria, B.C., on 11th inst.	
The Imperial German Mail s.s. Prinsess Alice, which left here on 8th inst., at noon, arrived at Singapore on 12th inst., at 4 p.m.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—	
On the 14th at 11:30 a.m.—The barometer is inclined to fall at all stations, particularly at those around the N. part of the China Sea.	
Pressure is still high over China to the North of the Yangtze, and relatively low over the China Sea.	
Fresh to strong N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.	
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.	
FORECAST.	
1.—Hongkong and Neighbourhood, N. winds, fresh or strong; cloudy, misty.	
2.—Formosa Channel, N.E. winds, strong.	
3.—South coast of China between Hongkong and Lamock, same as No. 1.	
4.—South coast of China between Hongkong and Hainan, same as No. 1.	

DIPPING.

Arrivals.

Hupai, Br. s.s. 1,233, G. J. Spink, 13th April;	
Haihung 10th April, and Hoihoi 11th, Gen.—B. & S.	
Glenarm, Br. s.s. 2,097, Haughton, 13th April,	
—London 29th Feb., and Singapore 7th April.	
Hinang, Br. s.s. 1,5 1, M. & Co.	
Saigon 2th April, Rice.—M. & Co.	
China, Am. s.s. 1,185, D. E. Friele, 14th April.	
—San Francisco 1th Mar., Honolulu 13th, Yokohama 4th April, Kobe 6th, Nagasaki 9th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.	
Haitan, Br. s.s. 1,183, J. S. Roach, 14th April;	
—Foothow 10th April, Amoy 11th, and Swatow 13th, Gen.—D. & L. Co.	
Yuenlong, Br. s.s. 1,150, P. H. Rolfe, 14th April;—Manila 11th April, Gen.—J. M. & Co.	
Neumühlen, Ge. s.s. 1,940, M. Fischer, 19th Mar.—Moj 23rd Mar., Coal.—M. & Co.	
Oscar II, Nor. s.s. 1,099, A. Kloss, 2nd April;	
—Bangkok 25th Mar., Rice.—Walem & Co.	
Persic, Br. s.s. 2,744, A. Dixon, 13th Jan.—San Francisco 7th Dec. and Portland, Or.	
Huangang, Br. s.s. 1,356, S. Wilde, 14th April;	
—Canton 13th April, Gen.—J. M. & Co.	
Tsiaou, Ge. s.s. 1,007, O. Koch, 14th April;	
—Bangkok 10th April, Rice.—H. & S.	
Anglo, Ge. s.s. 1,007, Chr. Kümpel, 14th April;—Bangkok via Swatow 24th Mar., Rice.—B & S.	
Reid, Nor. s.s. 1,167, C. Slangeby, 14th April;—Moj 8th April, Coal.—Taaagard, Thoresen & Co.	

Clearances at the Harbour Office.

Kuangtze, for Shanghai.	
Shikano Maru, for Kobe.	
Haiyan, for Swatow.	
Yunn, for Kwang-chow-wan.	
Goldmouth, for Balik Papan.	
Tambu Maru, for Singapore.	
Kuohi Maru, for Swatow.	
Kuohi Maru, for Shanghai.	
Bangkok, for Bangkok.	
Kuohi Maru, for Pakhoi.	

Arrivals.

April 14.	
Tourists, for Europe.	
Australians, for Shanghai, &c.	
Kang-tung, or Chinkiang.	
Shikano Maru, for Kobe.	
Yunn, for Kwang-chow-wan.	
Goldmouth, for Balik Papan.	
Tambu Maru, for Singapore.	
Kuohi Maru, for Swatow.	
Tambu Maru, for Shanghai.	
Kuohi Maru, for Bangkok.	
Tambu Maru, for Pakhoi.	
Tou Maru, for Seattle.	

Passengers arrived.

Per Hellen, from Coast Point—Mrs. Skotlow, Mrs. Mrs. and Miss de Vally, Miss Nepon, Rev. A. L. and Mrs. Warusible, Mrs. Turner, and 3 children, Miss Horne, Rev. Fetter, S. Nolle, Messrs. A. Fisher, Rev. T. S. Wal, Sing Sia Kai, and 165 Chinese.	
Per Neko Maru, from Japan for Hongkong—Miss Marie Taquie, Mrs. Yano, Mrs. H. Yamamura, Mr. Patrick, and M. O'Brien.	
Misses Simjär, Vilma, Pastrana, Baque, and Mrs. Lin Tei Chen, for Sydney—Mr. Takeno, and Mr. and Mrs. Pierley, for Melbourne.	
Mr. S. Obata, for China, from San Francisco, &c.	
Mr. and Mrs. C. G. Green, and infant, Mr. Chas. Green, Mr. and Mrs. E. E. Fisher, Mr. and Mrs. James, and baby, servant, Mr. Mr. and Mrs. James, for Newchwang, M. C. L. Lee, and Mr. and Mrs. Pierley, for Melbourne.	

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Mr. and Mrs. C. G. Green, and infant, Mr. Chas. Green, Mr. and Mrs. E. E. Fisher, Mr. and Mrs. James, and baby, servant, Mr. Mr. and Mrs. James, for Newchwang, M. C. L. Lee, and Mr. and Mrs. Pierley, for Melbourne.	

R. and J. B. Shaefer, Mr. J. Debeel, Miss M. Debeel, Mr. and Mrs. Jas. Ulkie, Mr. and Mrs. W. H. V. Van Vurenberg, Mrs. C. L. Rocha and A. H. S. Stevens.

Passenger's departed.

Per Australis, for Shanghai—Dr. and Mrs. Monaco, Messrs. A. Moir, A. Haimon, Kim, Rev. P. B. Gmeoz, Miss M. Gibson, Mr. E. Gregolini, and Mr. and Mrs. W. H. Boden, For Kubo—Mr. Geo. Rosewell, For Yokohama—Mr. E. Lund, Mr. and Mrs. Marcellis, Mr. and Mrs. Paquier, and Mr. Laubie.

Shipping Reports.

Sir Yunnan, from Manila—Fine clear weather, smooth sea all the way across.

Sir Hellen, from Fochow to Amoy—Moderate N.E. wind and fine weather, from Amoy to Swatow light wind and foggy weather.

From Swatow to Hongkong, fresh N.E. wind and clear weather.

VESSELS IN PORT.

STEAMERS.

Aeolus, s.s. 33, E. Drexel, 18th Mar.—Manila 9th Mar., and Currimao 19th Mar.—Sugar—Mr. Moxon.

Auchenblae, Br. s.s. 2,340, Noir, 8th April—Newcastle 17th Mar. Coal—S. T. & Co.

Bangkok, Br. s.s. 1,437, E. Klimmt, 18th Mar.—Austria 20th Mar., Gen.—S. & B. S. & Co.

Bataan, Maru, Jap. s.s. 1,090, I. Ito, 11th Apr.—Moj 10th Apr., Coal—M. B. K.

Bessie, Dollar, Br. s.s. 2,708, A. Gow, 6th April, —Moj 31st Mar., Coal—A. K. & Co.

Borneo, Ger. s.s. 1,344, F. Sembil, 9th April—Sandakan 4th April, Timber and Coal—M. & Co.

Calcutta, Steamer, 18th Mar.—M. & Co.

Caroline, Steamer, 18th Mar.—M. & Co.

Cebu, Steamer, 18th Mar.—M. & Co.

Chittagong, Steamer, 18th Mar.—M. & Co.

Cebu, Steamer, 18th Mar.—M. & Co.

Chittagong, Steamer, 18th Mar.—M. & Co.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCK	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,100	\$125	\$125	{ \$1,500,000 \$1,500,000 \$250,000	{ \$2,000,387 \$2,000,387	{ Final of 4/- on old and 5/- on new shares for 1-year ending 31.12.07 shares for 1-year ending 31.12.07	51%	{ \$691 London \$73.15/-
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,000 \$201,000 \$25,000	None	\$20 for 1906	81%	\$240
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 100,000 Tls. 45,042	Tls. 204,424	{ Final of 1/6 per share making in all 15/- for 1906—Tls. 2,05.....	6%	Tls. 81 buyers
Union Finance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$700,000 \$450,407 \$231,151 \$317,268	\$1,460,400	{ Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	5%	\$840
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$150,000	\$394,520	\$12 for year ending 31.12.05	...	{ \$165 \$150
Do. do. (new)	4,000	\$100	\$60	\$1,000,000	\$373,432	\$6 and bonus \$3 for 1906	9%	\$90 sales and b.
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$428,027	\$27 for 1906	9%	\$307 sa. and b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,013,941	...	...	8%	\$29 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,053	\$1 for 1906	...	{ \$38 \$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$264,658 \$90,988	Nil.	\$4 for year ending 30.4.1907	10%	\$49 sales and b.
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$16,437	\$14 for 2nd half-year making in all \$24 for year ending 31.12.07	8%	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	\$5	\$5	\$60,000	...	5/- for 1906 @ ex 2/4—\$2.24 per share	31%	{ \$38 \$24
Do. do. (Deferred)	65,000	\$5	\$5	\$70,000	...	...	...	...
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 2/- making Tls. 3/- for 1907	71%	Tls. 44 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$65,000	173,370	Interim of 1/- (Coupon No. 8) for a/c 1907	71%	Tls. 49 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$32,572	\$137	5/- for 1906	41%	45/ buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 98,000	...	...	31%	\$32
REFINERIES.								
China Sugar Refining Company, Limited	70,000	100	100	\$145,000	10,318	Final of Tls. 2/- making Tls. 6 for 1906	12%	Tls. 47 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	...	...	...	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	...	...	\$130 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £15,000 £84,398	£11,556	Final of 1/6 (No. 9) for 1907	71%	Tls. 15/ buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	...	No. 12 of 1/-=48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Ltd.	18,000	\$25	\$25	64,124	\$3,726	\$1.75 for year ending 31.12.06	...	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	63,000	\$50	\$50	10,000	...	Final of 8 1/2 making \$3 1/2 for 1907	61%	\$53
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	\$26,86	...	Final of \$4 making \$8 for 1907	71%	\$103 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$100,000	147,442	Interim of Tls. 2/- for six months ending 31st October, 1907	71%	Tls. 81 sa. & b.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 60,127 Tls. 75,000 Tls. 125,000	16,459	Final of Tls. 9 making Tls. 17 for 1907	71%	Tls. 224 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,331	Tls. 6 for 1907	61%	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	10,098	\$23 for year ending 30.6.07	10%	25/ sellers
Central Stores, Limited	50,183	\$25	\$25	\$1,000	39,178	\$1.80 for 1906	10%	\$10 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$68,075	132	Final of 1/2 making \$7 1/2 for 1907	71%	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$43,075	33,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	71%	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$217,425	5,621	70 cents for 1907	61%	\$103 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$50,000	163	\$1 1/2 for 1907	61%	\$26 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,523,047 Tls. 170,000 none	107,517	Final of Tls. 3 and hours of Tls. 1 making 2 in all Tls. 8 for 1907	71%	Tls. 113/ sales
West Point Building Company, Limited	12,500	\$30	\$30	none	...	Final of \$2 1/2 making in all \$4.10 for year ending 31.12.07	81%	\$48 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,270	11,807	Tls. 21 for year ended 31.10.1907	41%	Tls. 50 1/ buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$60,000	114,809	50 cents for year ending 31.7.07	5%	\$10 sales and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8%)	...	...
Laosung-kow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	...	...	...	Tls. 15/ sellers
Soy Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50663	...	...	Tls. 75 Tls. 200 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,000	638	1/3 per share for 1906	9%	...
China-Borneo Company, Limited	60,000	£1	£1	£25,000	Nil.	£1.20 for 1907	11%	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	5,095	Final of Tls. 5 making Tls. 10 for 1905	...	...
China Light and Power Company, Limited	50,000	£1	£1	none	...	60 cents for year ended 28.2.06	...	...
Do. Do. special shares	* 50,000	£1	£1	...	...	80 cents for 1907	9%	...
China Provident Loan & Mortgage Company, Ltd.	125,000	...	...	...	...	...	61%	...
Dairy Farm Company, Limited	25,000	5/-	5/-	5/-	5,074	\$1.30 for year ending 31.7.07	61%	...
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000	15,002	Interim of 50 cents per share for a/c 1907	91%	...
Hall & Holls, Limited	21,000	\$20	\$20	\$186,000	52,002	\$24 for year ending 28.2.07	91%	...
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	...	1/- per share for year ending 28.2.07	91%	...
Hongkong Ice Company, Limited	5,000	\$25	\$25	...	...	Final of \$1 1/2 making in all \$10 for 1907	81%	...
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$100,000	34,378	Final of \$1.20 making in all \$2 for 1907	81%	...
Maatschappij tot Milie, Bosch-en Landbouwzaak	25,000	Ge. 100	Ge. 100	Tls. 27,000	17,127	Interim of Tls. 10 for 1st quarter	74%	...
Peak Tramways Company, Limited	25,000	\$10	\$10	none	...	5/- per share for period from 19th Oct. to 30th Apr. '07	8%	...
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	...	...	...
Philippine Company, Limited	75,000	...	...	...	...	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	...	...	...	...	...
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 100,000	6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7%	...
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 67,323	5,751	Tls. 4 for 1905	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	5,354	Final of Tls. 5 and Tls. 10 for 1906	16%	...
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	8,493	Final of Tls. 9 making in all Tls. 14 for 1907	16%	...
South China Morning Post, Limited	6,000	\$25	\$25					